Schedule	<b>Subject:</b> Amendments to the Airborne Toxic	Problems Addressed (public Health, safety, welfare &	Legal Deadline: None
	Control Measure for emissions of Toxic Metals		Legal Deadline: None
		<b>Environmental protection):</b> The proposed amendments	Comment Description
<b>B</b>	from Non-Ferrous Metal Melting (ATCM)	address the fact that the performance standard set in the	Sunset Review:
<b></b>		existing regulation is in rare instances not achievable with	February 2004
<b>Division:</b> Stationary Source	CCR Title, Number, Affected:	available control technology. The proposed amendments	Major Regulation
Division	Title 17, 93107	will allow special case performance standards to be	□ Yes
		developed in those instances, in consideration of risk of	⊠ No
Contact Person and Phone #:	Authority & Reference Citations:	harm to public health. The proposed amendments will	
Mark Watkins 327-5623	Authority: 39600, 39601, 39650, 39655, and	allow businesses that have employed all feasible measures	Fiscal Impact:
	39666 of the Health and Safety Code	to reduce toxic air contaminant emissions, but have not met	Local Government:
Affected Governments:		the primary standard, to continue to operate.	□ Yes
State, local (air districts)	References: 39650, 39655, and 39666 of		⊠ No
	H&SC	<b>Alternatives Considered:</b> No action; revision of the	
Federal Authority:		primary standard; inclusion of specific alternative	State Government:
Not Applicable	Specific Legislative Intent, if any: Emissions of	standards.	<b>⋉</b> Yes
rr	toxic air contaminants should be controlled to		□ No
	levels which prevent harm to the public health	<b>Intended Benefits:</b> The proposed regulation will allow	1
	(H&SC 39650(c))	business which have employed all feasible measures to	Federal Funding of
	(Hese 37030(c))	reduce emissions of toxic metals but which cannot meet the	State Program
	Comparable Federal Regulations:	primary performance standard of the regulation, to comply	□ Yes
	None	with the regulation by meeting a facility specific special	⊠ No
	None	case performance standard.	<b>2</b> 140
		This will allow such facilities to continue operations.	If there is a fiscal
		This will allow such facilities to continue operations.	
		Economic Immosta Carall (less than \$10,000) and	Impact,
		Economic Impacts: Small (less than \$10,000) and	complete and attach
		absorbable one-time cost to the state (ARB). Reimbursable	Economic and Fiscal
		one-time cost of less than \$10,000 to the air districts. One	Impact Statement
		time cost of \$6,000 each to the few (six) affected facilities	
		statewide to maximize control device performance or	☑ Std. Form 399
		upgrade systems, and to conduct engineering analyses.	attached
	DD/ IE/TE	D DATES FOR:	
NT 4			
<u>Notice</u>	<u>Hearing</u>		To OAL
10/22/99	12/9/99	12/9/99	3/1/2000

Schedule A B Division: Stationary Source Division  Contact Person and Phone #: Dean Simeroth 322-6020  Affected Governments: State  Federal Authority: Federal Clean Air Act Amendments of 1990	Subject: Consideration of amendments to provide flexibility to cleaner-burning gasoline program including Phase III specification changes such as reduced sulfur.  CCR Title, Number, Affected: Title 13, 2250-2272  Authority & Reference Citations: Authority: H&SC 39600, 39601, 43013, 43018, 43101.  References: H&SC 39000-39003, 39500, 39515, 39516,41511, 43000, 43016, 43018, 43101.  Specific Legislative Intent, if any:  Comparable Federal Regulations: Federal Reformulated Gasoline Regulations 40 CFR Part 80	Problems Addressed (public Health, safety, welfare & Environmental protection): Refiners have indicated that if MTBE is to be phased out of gasoline to avoid water problems, they need additional flexibility in the Cleaner-Burning Gasoline program. Further, reduced sulfur levels will further reduce vehicle emissions.  Alternatives Considered: Allow phase out of MTBE, preserve benefits and be compatible with new vehicle technology.  Intended Benefits: Adding flexibility should not increase costs. However, specification changes including reduced sulfur will likely increase costs for individual refiners. Impact at this time, unknown.  Economic Impacts: Our initial estimates indicate that the proposed amendments:  a. is likely to have a modest negative impact on businesses in the regulated community, and a negligible impact on individuals; and b. is not likely to cost the local governments a significant amount.	Legal Deadline: None Sunset Review: December 2004 Major Regulation    Yes  No  Fiscal Impact: Local Government: Yes  No  State Government: Yes  No  Federal Funding of State Program Yes  No  If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement  Std. Form 399 attached
<u>Notice</u> 10/22/99	PROJECTE <u>Hearing</u> 12/9/99	CD DATES FOR:  Adoption 12/9/99	To OAL 5/1/2000

Schedule	Subject:	Problems Addressed (public Health, safety, welfare	Legal Deadline: NA
□ <b>A</b>	Consider adoption of amendments to	& Environmental protection):	1
<b>⋈</b> B	the Clean Fuels Infrastructure	The existing regulation contains requirements which	Sunset Review: 11/98
	Requirements	may no longer be effective, and need to be modified to	1
<b>Division:</b> Stationary Source		reflect new developments.	Major Regulation
Division			□ Yes
	CCR Title, Number, Affected:		⊠ No
	Title 13, 2300-2317	Alternatives Considered: none	
Contact Person and Phone #:			Fiscal Impact:
Gary Yee		Intended Benefits:	<b>Local Government:</b>
327-5986	<b>Authority &amp; Reference Citations:</b>	Make the existing regulation more efficient and give	□ Yes
		certainty to industry	⊠ No
	Authority: H&SC 39600, 39601,		
Affected Governments:	39607, 41511, 41712	Economic Impacts:	<b>State Government:</b>
State		Our initial estimates indicate that the proposed	□ Yes
	References: H&SC 39002, 39600,	amendments:	☑ No
	39607, 40000, 41511, 41712		1
		a. is likely to have a positive impact on businesses in	Federal Funding of State
Federal Authority:	Specific Legislative Intent, if any:	the regulated community, and no impact on	Program
Federal Clean Air Act	None	individuals;	□ Yes
Amendment of 1990 allows		b. is not likely to cost the local governments a	<b>☑</b> No
California to have a		significant amount; and	1
Motor vehicle fuels program		c. is not a major rule because the compliance cost	If there is a fiscal Impact,
		does not exceed \$10 million in a single year during	Complete and attach Economic
		the regulation horizon.	and Fiscal Impact Statement
	Comparable Federal Regulations:		
	None		☐ Std. Form 399 attached
	PROJE	CTED DATES FOR:	
<u>Notice</u>	Hearing	Adoption	To OAL
4/9/99	5/27/99	5/27/99	12/1/99
11 21 2 2		S. 11177	12/11//

Schedule	Subject:	Problems Addressed (public Health, safety,	Legal Deadline: NA
□ <b>A</b>	Consider amendments to compress natural	welfare & Environmental protection):	
<b>⋈</b> B	gas (CNG) specifications.	The existing regulation limits the use of compressed	Sunset Review: 11/98
		natural gas produced in certain parts of California,	
<b>Division:</b> Stationary Source		therefore, restricting the siting of new fueling outlets	Major Regulation
Division		in these areas.	□ Yes
	CCR Title, Number, Affected:		⊠ No
	Title 13, 2292.5	Alternatives Considered:	
Contact Person and Phone #:		Consider changing specifications but information is	Fiscal Impact:
Gary Yee		not available.	<b>Local Government:</b>
327-5986	Authority & Reference Citations:		□ Yes
	•	Intended Benefits:	⊠ No
	Authority: H&SC 39600, 39601 39607,	Allow the use of compressed natural gas produced in	
Affected Governments:	41511, 41712	areas previously prohibited from use so long as a	State Government:
Federal, State, Local		demonstration is made to show equivalent emission	□ Yes
	References: H&SC 39002, 39600 39607, 40000, 41511, 41712	benefits to the existing specifications.	⊠ No
	,	Economic Impacts:	Federal Funding of State
Federal Authority:	Specific Legislative Intent, if any:	Our initial estimates indicate that the proposed	Program
Federal Clean Air Act		amendments:	□ Yes
amendments of 1990 allows			⊠ No
California to have a motor vehicle		a. is likely to have a positive impact on businesses	
fuels program	Comparable Federal Regulations:	in the regulated community and no impact on	If there is a fiscal Impact,
	None	individuals.	Complete and attach
		b. is likely to save the local governments a modest	Economic and Fiscal
		amount; or	Impact Statement
		c. is not a major rule because the compliance cost	
		does not exceed \$10 million in a single year	☐ Std. Form 399 attached
		during the regulation horizon.	
	PROJECTE	D DATES FOR:	
Notice _	Hearing Ad	option_	To OAL
9/10/99	10/28/99	/28/99	2/1/2000

Schedule  □ A  □ B  Division: Mobile Source Control Division	Subject: Amendment of Emission Control Regulations for 2000 and Later Model Year Off-Road Diesel Engines 25 Horsepower and Greater	Problems Addressed (public Health, safety, welfare & Environmental protection): Regulations will address health & welfare of public as affected by ozone forming emissions from heavy-duty on-road offcycle engines emission reductions called for in measure M9 and M10 of California ozone SIP.	Legal Deadline: None  Sunset Review: September 2004  Major Regulation  ☐ Yes  ☑ No
Contact Person and Phone #: Jackie Lourenco 626-575-6676	CCR Title, Number, Affected: Title 13, 2420-2427	Alternatives Considered: None	Fiscal Impact: Local Government:
Affected Governments: State and local agencies that purchase new off-road diesel equipment	Authority & Reference Citations:  Authority: H&SC 43013 and 43018  References: H&SC 39600	Intended Benefits: The 1994 State Implementation Plan Measures M9 and M10 (the federal portion) were intended to reduce HC + NOx emissions by 86 tons per day in the South Coast Air Basin in 2010  Economic Impacts:	State Government:  ☑ Yes □ No  Federal Funding of State Program □ Yes
Federal Authority: 1990 Amendments to the Clean Air Act	Specific Legislative Intent, if any:  Comparable Federal Regulations: 40 CFR Part 89	The Air Resources Board is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the notice of public hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule:  a. Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals;  b. Is likely to cost the local governments a negligible amount; and	■ No  If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement  ■ Std. Form 399 attached
<u>Notice</u>	<u>Hearing</u>	c. Is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon.  JECTED DATES FOR:  Adoption	<u>To OAL</u>
8/6/99	9/23/99	9/23/99	3/1/2000

Schedule	Subject:	Problems Addressed (public Health, safety, welfare &	Legal Deadline: none
□ A		Environmental protection):	G
<b>⋈</b> B	Control of Perchloroethylene emissions from aerosol brake	The proposed ATCM will halp protect the public health	Sunset Review: November 2004
<b>Division:</b> Stationary Source	cleaning products	The proposed ATCM will help protect the public health by reducing the public's exposure to perchloroethylene	Major Regulation
Division Stationary Source	creaming products	emissions from aerosol brake cleaning products.	□ Yes
			⊠ No
	CCR Title, Number, Affected:		
Contact Person and Phone #:		Alternatives Considered:	Fiscal Impact:
Todd Wong (916) 322-8285		1. Use of non-monahlomosthydene heerd comosel busine	Local Government:  ☐ Yes
(910) 322-8283	Authority & Reference Citations:	1. Use of non-perchloroethylene based aerosol brake cleaning products.	□ Yes ⊠ No
	Authority & Reference Citations.	2. Use of non-aerosol products such as aqueous brake	2 110
<b>Affected Governments:</b>	Authority: H&SC 39600, 39601,	cleaning systems.	State Government:
	39650, and 39666		□ Yes
Local air pollution control and		7	⊠ No
air quality management districts	References: H&SC 39650 and 39666	Intended Benefits:	Endavel Funding of State
districts	39000	The proposed ATCM will reduce emissions of	Federal Funding of State Program
		perchloroethylene, a toxic air contaminant, into the	□ Yes
Federal Authority:	Specific Legislative Intent, if any:	environment.	⊠ No
None	Airborne Toxic Control Measure	Facus and Immedia	If there is a fiscal Impact,
	(ATCM)	Economic Impacts:	complete and attach Economic and Fiscal Impact Statement
		Our initial estimates indicate that the proposed rule:	and Fiscai impact statement
	Comparable Federal Regulations:	a. is likely to have modest impact on businesses in	☐ Std. Form 399 attached
		the regulated community, and a negligible impact	
	None	on individuals	
		b. is not likely to cost the local governments a	1
		significant amount; and c. is not a major rule because the compliance costs	1
		does not exceed \$10 million in a single year	1
		during the regulation horizon.	
	PRO.	JECTED DATES FOR:	
Notice	Hearing	Adoption	To OAL
10/1/99	11/18/99	11/18/99	5/1/2000
			2 2 2 2

Schedule	Subject:	Problems Addressed (public Health, safety, welfare &	Legal Deadline:
A	Consider adoption of a voluntary	Environmental protection):	None
<b>⋈</b> B	reactivity regulation for aerosol coatings	Public health, welfare, environmental protection.	
	and consumer products and		Sunset Review:
Division:	consideration of clarifying language to		January 2007
Stationary Source Division	the consumer products regulation.		
Contact Person and Phone #: Carla Takemoto (916) 322-8283  Affected Governments: None  Federal Authority: Pursuant to the Clean Air Act amendments of 1990 the proposed regulation will fulfill part of the State Implementation Plan	the consumer products regulation.  CCR Title, Number, Affected: Title 17, new sections 94530-94539; Title 17, sections 94507-94517  Authority & Reference Citations: Authority: H&SC 41712, 39600, 39601 References: H&SC 39002, 39600, 40000, 41712  Specific Legislative Intent, if any: None  Comparable Federal Regulations: The U.S. EPA has a regulation that limits state VOC content for some consumer products. There is no federal rule for aerosol coatings. There is no federal photochemical reactivity regulation.	Alternatives Considered: Proposed photochemical reactivity regulation serves as an alternative to the existing regulations for consumer products.  Intended Benefits: Achieve ozone reductions efficiently at potentially less cost than existing regulations. Improve clarity of regulatory definitions.  Economic Impacts: Because the proposed photochemical reactivity regulation is a voluntary compliance alternative we expect businesses would not choose to comply via the proposed regulation unless it was a more cost-effective alternative. Our initial estimates indicate that the proposed regulation is likely to have a modest impact on businesses and a modest impact on individuals. However, we predict the economic impact would be less than the economic impact of compliance with existing regulations. There is not likely to be an economic impact as a result of clarifying language in the consumer products regulation for businesses or individuals.	Major Regulation:  ☐ Yes  ☑ No  Fiscal Impact: Local Government: ☐ Yes ☑ No  State Government: ☐ Yes ☑ No  Federal Funding of State Program ☐ Yes ☑ No  If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement ☐ Std. Form 399 attached
PROJECTED DATES FOR:			
Notice Notice	Hearing	Adoption [	Γο OAL
8/6/99	9/23/99		1/1/2000

Schedule	Subject:	Problems Addressed (public Health, safety, welfare &	Legal Deadline:	
□ <b>A</b>	Consider adoption of amendments	Environmental protection):	None	
<b>⋈</b> B	to the Alternative Control Plan	Public health, welfare, environmental protection		
	Regulation for consumer products		<b>Sunset Review:</b>	
Division:	and aerosol coatings.	Alternatives Considered:	2004	
Stationary Source Division	_	The proposed amendments would be an alternative to the		
	CCR Title, Number, Affected:	existing regulations.		
Contact Person and Phone #:	Title 17, sections 9450-94555		Major Regulation	
Carla Takemoto			□ Yes	
(916) 322-8283	Authority & Reference Citations:	Intended Benefits:	⊠ No	
	Authority: H&SC 39600, 39601,	Benefits are to make the alternative control plan easier		
Affected Governments:	41712	for stakeholders to use and provide a compliance	Fiscal Impact:	
None	References: H&SC 39002,	alternative for antiperspirants and deodorants.	Local Government:	
	39600, 40000, 41712	r i i i i i i i i i i i i i i i i i i i	□ Yes	
			<b>図</b> No Fiscal Impact	
Federal Authority:	Specific Legislative Intent, if any:		= 110 Lisemi impuet	
Pursuant to the Clean Air Act	None		State Government:	
amendments of 1990 the	1,010	Economic Impacts:	□ Yes	
proposed regulation will fulfill	Comparable Federal Regulations:	Our initial estimates indicate a positive impact on	□ No	
part of the State	There is no comparable federal	businesses and no impact on individuals, because the	110	
Implementation Plan.	regulation.	alternative control plan compliance path is chosen only if	Federal Funding of State	
implementation i fan.	regulation.	it is more cost-effective. The amendments would	Program	
		streamline reporting, making it less burdensome, and	□ Yes	
		would expand the option to other consumer product	□ Ics ■ No	
		categories such as antiperspirants and deodorants.	E NO	
		categories such as antiperspirants and deodorants.	If there is a fiscal Impact,	
			Complete and attach Economic	
			and Fiscal Impact Statement	
			☐ Std. Form 399 attached	
	PROJECTED DATES FOR:			
Notice	Hearing	Adoption	To OAL	
6/5/99	7/22/99	7/22/99	12/1/2000	
0/3/39	1144199	1/22/39	12/1/2000	

Schedule	Subject:	Problems Addressed (public Health, safety, welfare &	Legal Deadline:N/A
A	Consider adoption of specifications	Environmental protection):	G 48 344
⊠ B	for diesel fuel for locomotive	Dissal final for la comptina annings is not magnifet de	Sunset Review: N/A
<b>Division:</b> Stationary Source Division	engines.	Diesel fuel for locomotive engines is not regulated to reduce air emissions. Such engines are a source of particulate matter, oxides of nitrogen, sulfur oxides, and organics.	Major Regulation  ☑ Yes □ No
Contact Person and Phone #: Dean Simeroth 322-6020	CCR Title, Number, Affected: Title 13  Authority & Reference Citations:	Alternatives Considered: Alternative fuels for locomotives. These have not been shown to be practical for existing engines.  Intended Benefits:	Fiscal Impact: Local Government:  ✓ Yes  ✓ No
Affected Governments: State and Local Regional Transit	Authority: H&SC 39600, 39601, 43013, 43018, 43101. References:	Adoption could cause an increase in the cost of diesel locomotive fuel. There are no expected costs to refiners as they are already producing complying fuel. It will remove the choice of railroads to buy less expensive more polluting fuels. To an extent engines operated in	State Government:  ☑ Yes □ No  Federal Funding of State
Federal Authority: Federal Clean Air Act Amendments of 1990	H&SC 39000-39003, 39500, 39515, 39516,41511, 43000, 43016, 43018, 43101.	California are already using the cleaner fuel. The cost difference is expected to be from $0 + 6$ cents per gallon with an average cost of 3 cents per gallon.	Program  ☐ Yes  ☑ No
	Specific Legislative Intent, if any:  State board shall adopt standards and regulations which will result in the most cost effective combination of control measures on all classed of motor vehicle and motor vehicles fuel  Comparable Federal Regulations: None	Economic Impacts: Our initial estimates indicate that the proposed rule:  a. is likely to have negligible impact on businesses in the regulated community, and a negligible impact on individuals  b. is not likely to cost the local governments a significant amount; and  c. is not a major rule because the compliance costs does not exceed \$10 million in a single year during the regulation horizon.	If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement  Std. Form 399 attached
	PRO	JECTED DATES FOR:	
<u>Notice</u> 5/7/99	<u>Hearing</u> 6/24/99	<u>Adoption</u> 6/24/99	<u>To OAL</u> 12/1/2000

Schedule	Subject:	Problems Addressed (public Health, safety, welfare &	Legal Deadline:
□ A	Consider Amendments to the	Environmental protection): Regulations will address	January 1, 2000
⊠ B	Emission Standards for On-Road	health & welfare of public as affected by ozone forming	Sunset Review:
	Heavy-Duty Gasoline Engines	emissions from heavy-duty on-road otto cycle engines	December 2004
Division:		emission reductions called for in measure M8 of	Major Regulation
Mobile Source Control	CCR Title, Number, Affected:	California ozone SIP.	□ Yes
Division	Title 13 1956.8, 1965, 2036, and		⊠ No
	2112.		
Contact Person and Phone #:			Fiscal Impact:
Steve Church		Alternatives Considered:	Local Government:
(916) 323-5189	Authority & Reference Citations:	Alternatives considered would be not to implement	□ Yes
		regulations. Current standards and regulations then may	⊠ No
	Authority: H&SC 39600, 39601,	not provide sufficient protection of health and air quality.	
Affected Governments:	and 43200		State Government:
Federal, State, Local	References: H&SC 39002, 39003,		□ Yes
	43000, 43013, 43100, 43101,	Intended Benefits:	□ No
	43102, 43103, 43104, 43107, and	Measure M8 calls for reductions of 3 tpd of ozone	
	43200.	forming emissions in 2010. The regulations will meet or	Federal Funding of State
Federal Authority:		exceed that goal.	Program
US EPA	Specific Legislative Intent, if any:	Chicold that goal.	□ Yes
	The attainment and maintenance of		□ No
	state air quality standards require		
	substantial reductions in new	Economic Impacts:	If there is a fiscal Impact,
	vehicle emissions and the burden	Our initial estimates indicate that the rule:	complete and attach Economic
	for achieving needed reductions		and Fiscal Impact Statement
	should be distributed equitably	a. Is likely to have a modest impact on businesses in	
	among various classes of vehicles	the regulated community, and a modest impact on	☐ Std. Form 399 attached
	(HSC 43000.5)	individuals who purchase these vehicles;	Star I of in 399 actuached
	(1150 13000.3)	b. Is likely to cost the local governments a negligible	
	Comparable Federal Regulations:	amount: and	
	None current; plan is to develop	c. Is not a major rule because the compliance cost does	
	concurrently with US EPA.	not exceed \$10 million in a single year during the	
	(Anticipated in Part 86, Title 40,	regulation horizon.	
	CFR, subparts A, I and N.)	regulation northon.	
	CIR, supparts A, I and IV.)		
	PRO	JECTED DATES FOR:	
<u>Notice</u>	<u>Hearing</u>	<b>Adoption</b>	To OAL
10/22/99	12/9/99	12/9/99	5/1/2000

Schedule	Subject:	Problems Addressed (public Health, safety, welfare &	Legal Deadline: N/A
□ A	Revisions to Aftermarket Parts	Environmental protection):	
⊠ B	Requirements		Sunset Review: 2004
Division: Mobile Source Control Division  Contact Person and Phone #: Allen Lyons (626) 575-6833  Affected Governments: State - Air Resources Board	CCR Title, Number, Affected:  Authority & Reference Citations: Authority: 39000,39002, 39003,39500, 39600, 39601, 43000, 43011, 43150 Health and Safety Code, and 27156, 38390, 38391 Vehicle Code  Reference: 39002, 39003, 39500, 43000, 43204, 43644 H&S	Environmental protection: protects against increased emissions due to the installation of inappropriate replacement and add-on or modified parts.  Alternatives Considered: None  Intended Benefits: Protects against availability of parts that will increase vehicle emissions while providing a method whereby other components can be legally offered for sale.  Economic Impacts: Amendments to the aftermarket parts requirements would	Major Regulation  ☐ Yes  ☑ No  Fiscal Impact: Local Government: ☐ Yes ☑ No  State Government: ☐ Yes ☑ No
	Code, 27156, 38391, 38395		Endanal Funding of State
Federal Authority:	Vehicle Code	have a modest impact on parties involved with the production and sale of vehicle aftermarket parts.	Federal Funding of State Program  ☐ Yes
209b Federal Clean Air Act	Specific Legislative Intent, if any:	There is no expected cost impact on local governments	⊠ No
	Comparable Federal Regulations: None	The added cost of compliance due to the proposed modifications will not exceed \$10M in a single year. Therefore, the proposed modifications are not considered a major rule.	If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement  ☐ Std. Form 399 attached
	PRO	JECTED DATES FOR:	
<u>Notice</u>	<b>Hearing</b>	<b>Adoption</b>	To OAL
6/5/99	7/22/99	7/22/99	12/1/99
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Schedule	Subject:	Problems Addressed (public Health, safety, welfare &	Legal Deadline: N/A
□ <b>A</b>	On-Board Diagnostic II Review	Environmental protection):	
<b>⋈</b> B			Sunset Review: 2004
		High in-use emissions from motor vehicles as a result of	
Division:	CCR Title, Number, Affected:	emission-related malfunctions	Major Regulation
Mobile Source Control	Title 13, 1968.1		□ Yes
Division			ĭ No
	<b>Authority &amp; Reference Citations:</b>		
Contact Person and Phone #:		Alternatives Considered:	Fiscal Impact:
Allen Lyons	Authority: 39515, 39600,	Vehicle buybacks (scrapping), more rigorous I/M testing	Local Government:
(626) 575-6833	39601,43006, 43013, 43018, 43104,		□ Yes
	44036.2 H&SC and 27156 &		No fiscal impact
	38395 Vehicle Code	Intended Benefits:	
Affected Governments:		Emissions are reduced by through notification to vehicle	State Government:
State - Air Resources Board	References: Sections 39002, 39003,	operators (via the instrument panel) of the occurrence of	□ Yes
	39667, 43000, 43004, 43006,	emission-related malfunctions	■ No
	43008.6, 43013, 43018, 43100,		
	43101, 43101.5, 43102, 43104,		Federal Funding of State
Federal Authority:	43105, 43106, 43204, & 44036.2		Program
	H&SC, and 27156, 38391, &	<b>Economic Impacts:</b> The Air Resources Board is required	□ Yes
209b Federal Clean Air Act	38395 Vehicle Code	to assess the impacts of the rule on businesses,	■ No
		individuals, and local and state governments and provide	
	Specific Legislative Intent, if any:	the findings in the public notice of hearing. These	If there is a fiscal Impact,
		impacts will be assessed, and to the extent possible	complete and attach Economic
		quantified, as the rule is further developed. Our initial	and Fiscal Impact Statement
		estimates indicate that the rule:	
	Comparable Federal Regulations:	a. Amendments to the OBD II regulation should	☐ Std. Form 399 attached
	Federal On-Board Diagnostic	have a negligible impact on businesses in the	
	Regulation	regulated community and no impact on	
	40 CFR 86.094	individuals;	
		b. There would be no cost or savings to local	
		governments; and	
		c. the amendments would not be considered a major	
		rule. Cost of compliance would not exceed \$10	
		million in a single year.	
PROJECTED DATES FOR:			
<b>Notice</b>	Hearing	Adoption	To OAL
<del>5/7/99</del>	6/24/99	6/24/99	12/1/99
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Schedule	<b>Subject:</b> Consider Revision to	Problems Addressed (public Health, safety, welfare &	Legal Deadline:
$\Box$ A	Attainment/Nonattainment Area	<b>Environmental protection):</b> The California Clean Air	Annually by November 15.
$\mathbf{E}$ $\mathbf{B}$	Designations	Act requires areas with poor air quality to reduce	Sunset Review:
		emissions to achieve progress towards attainment of the	October 2004.
<b>Division:</b> Technical Support		state ambient air quality standards. The area designations	Major Regulation
Division	CCR Title, Number, Affected:	define which areas meet these standards. The California	□ Yes
	Title 17, 60200-60209	Air Resources Board annually reviews recent air quality	■ No
Contact Person and Phone #:		data to determine area designations.	
Debora Popejoy		-	Fiscal Impact:
(916) 323-5123	<b>Authority &amp; Reference Citations:</b>	Alternatives Considered: The area designations are	<b>Local Government:</b>
	•	based on criteria pursuant to legislation. Current	□ Yes
	Authority: H&SC 39607, 39608,	legislative mandates preclude alternatives to this process.	⊠ No
Affected Governments:	40718, & 40925		
California Air Resources	References: H&SC 39607,	<b>Intended Benefits:</b> Designating areas as attainment or	<b>State Government:</b>
Board	39608, 40718, & 40925	nonattainment provides information to the public about	□ Yes
		the air quality of the various areas. Nonattainment	■ No
	Specific Legislative Intent, if any:	designations for some pollutants may trigger	
Federal Authority:		requirements for districts to adopt control measures to	Federal Funding of State
N/A		reduce emissions and thereby improve public health.	Program
			□ Yes
		<b>Economic Impacts:</b> The Air Resources Board is	⊠ No
		required to assess the impacts of the rule on businesses,	
		individuals, and local and state governments and provide	If there is a fiscal Impact,
	Comparable Federal Regulations:	the findings in the public notice of hearing. These	complete and attach Economic
	None	impacts will be assessed, and to the extent possible	and Fiscal Impact Statement
		quantified, as the rule is further developed. Our initial	
		estimates indicate that the rule:	☐ Std. Form 399 attached
		a. is likely to have a negligible impact on businesses in	
		the regulated community, and no impacts on	
		individuals;	
		b. is likely to cost the local governments a negligible	
		amount; and	
		c. is not a major rule because compliance cost does not	
		exceed \$10 million in a single year during the	
		regulation horizon.	
	PRO	JECTED DATES FOR:	
Notice	Hearing	Adoption	To OAL
9/10/99	10/28/99	10/28/99	5/1/2000
9/10/99	10/20/33	10/20/77	3/1/2000

Schedule A	<b>Subject:</b> Consider Revisions to Ozone Transport Identification and	Problems Addressed (public Health, safety, welfare & Environmental protection): The H&SC requires	<b>Legal Deadline:</b> Triennially – December 1999
⊠ B	Mitigation Regulations	emission reductions to make expeditious progress toward attainment of the ozone standard. Emissions from an	Sunset Review: December 2004
Division: Technical Support Division  Contact Person and Phone #: Debora Popejoy (916) 323-5123	CCR Title, Number, Affected: Title 17, 70500 and 70600  Authority & Reference Citations: Authority: H&SC 39600, 39601, & 39610	upwind area may contribute to poor air quality in a downwind nonattainment area. Identifying transport couples and requiring emission reductions in upwind areas helps improve air quality and public health.  Alternatives Considered: Many alternatives were considered during 1990, 1993, and 1996 when the current regulations were adopted. Some of these alternatives may be revisited while updating the regulations based on	Major Regulation  ☐ Yes ☑ No  Fiscal Impact: Local Government: ☐ Yes ☑ No
Affected Governments: California Air Resources	<b>References:</b> H&SC 39610, 40912, 40913, 40921, & 41503	more current data.	State Government:  □ Yes
Federal Authority: N/A	Specific Legislative Intent, if any:  Comparable Federal Regulations: None	Intended Benefits: Based on the identification of transport impacts, districts in the upwind areas must implement mitigation measures to reduce their contribution, thereby improving public health.  Economic Impacts: Our initial estimates indicate that the rule:  a. is likely to have a negligible impact on businesses in the regulated community, and no impacts on individuals;  b. is likely to cost the local governments a negligible amount; and  c. is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon.	□ No  Federal Funding of State Program □ Yes □ No  If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement □ Std. Form 399 attached
Notice 10/22/99	PRO <u>Hearing</u> 12/9/99	JECTED DATES FOR:  Adoption 12/9/99	<b>To OAL</b> 6/2/2000

Schedule	<b>Subject:</b> Consider the adoption of	Problems Addressed (public Health, safety, welfare &	Legal Deadline: None
□ A  □ B  Division:	measures to reduce emissions from portable gasoline containers.	<b>Environmental protection):</b> Reduce emissions and public exposure to toxic air contaminant associated with gasoline spillage.	Sunset Review: December 2003 Major Regulation
Monitoring and Laboratory Division	CCR Title, Number, Affected:	<b>Alternatives Considered:</b> No action, and adopt proposal.	☐ Yes  ☑ No
Contact Person and Phone #: George Lew	New Regulations	<b>Intended Benefits:</b> Proposal will satisfy local, state, and federal requirements to reduce emissions for attainment and maintenance of health based air quality standards and	Fiscal Impact: Local Government: □ Yes □ No
(916) 263-1630	Authority & Reference Citations:  Authority: H&SC §§ 39600, 39601, 43013 & 43018	reduce public exposure to gasoline vapor.  Economic Impacts: Our initial estimates indicate that the proposal will likely:	State Government: ☐ Yes
Affected Governments: California Air Resources Board	References: H&SC §§ 43013 & 43018	<ul><li>a. have a negligible impact on businesses in the regulated community and on individuals;</li><li>b. is likely to cost local government a negligible amount; and</li></ul>	<ul><li>No</li><li>Federal Funding of State</li><li>Program</li></ul>
Federal Authority: Federal Clean Air Act	Specific Legislative Intent, if any:	c. is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulatory horizon.	☐ Yes  ☑ No  If there is a figural Impact
rederai Ciean Ali Act	Comparable Federal Regulations: There are no comparable federal requirements to reduce emissions		If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement
	from portable gasoline containers.		☐ Std. Form 399 attached
<u>Notice</u> 4/9/99	Hearing 5/27/99	JECTED DATES FOR:  Adoption  5/27/99	<u>To OAL</u> 12/31/99
<del></del>	J141177	3141177	12/31/77

Schedule  □ A  図 B  Division:  Monitoring and Laboratory Division	Subject: Consider Amending the Test Methods Designated to Measure the Olefin Concentration and Distillation Temperature of Cleaner Burning Gasoline.	Problems Addressed (public health, safety, welfare & Environmental protection): Update test methods for CBG parameters to improve effectiveness of CBG regulations.	Legal Deadline: None  Sunset Review: August 31, 2003  Major Regulation  ☐ Yes  ☑ No
Contact Person and Phone #: Annette Hebert (626) 575-6890	CCR Title, Number, Affected: Title 13, 2263(b)	<b>Alternatives Considered:</b> An alternative test method has been considered.	Fiscal Impact: Local Government: □ Yes □ No
Affected Governments: California Air Resources Board, Districts  Federal Authority: Federal Clean Air Act 202 & 203	Authority & Reference Citations:  Authority: H&SC §§ 39600, 39601, 43013 & 43018, & 43101  References: H&SC §§ 39600, 39601, 43013, 43018, & 43101  Specific Legislative Intent, if any:  Comparable Federal Regulations: 40 CFR, 80.46(g)	Intended Benefits: Improve accuracy and precision of test methods used to enforce CBG regulations.  Economic Impacts: Our initial estimates indicate that the proposal will likely: a. have a negligible impact on businesses in the regulated community and on individuals; b. is likely to cost local government a negligible amount; and c. is not a major rule because compliance cost does not exceed \$10 million in during the regulatory horizon.	State Government:  ☐ Yes  ☑ No  Federal Funding of State Program ☐ Yes ☑ No  If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement
<u>Notice</u> 9/10/99	40 CFR, 80.46(h)  PRO  Hearing 10/28/99	JECTED DATES FOR:  Adoption 10/28/99	☐ Std. Form 399 attached  To OAL  4/1/2000

Schedule  □ A  □ B  Division:  Monitoring and Laboratory  Division	Subject: Consider the Adoption of Amendments to Existing Gasoline Vapor Recovery Certification and Test Procedures.  CCR Title, Number, Affected: Title 17, 94010 et seq.  Authority & Reference Citations:	Problems Addressed (public health, safety, welfare & Environmental protection): Update and clarify vapor recovery certification and test procedures to include:  • requirments for compatibility of vapor recovery systems with vehicles equipped with on-board vapor recovery refueling system.  • requirements for diagnostic system to alert the operator of malfunctioning vapor recovery components.	Legal Deadline: N/A Sunset Review: December 2003  Major Regulation □ Yes □ No
Contact Person and Phone #: George Lew (916) 263-1630	Authority: H&SC §§ 39600, 39601, 41954 & 41962 References: H&SC §§ 41954 & 41962  Specific Legislative Intent, if any:	<ul> <li>Programs improvements such as warranty, system reliability, etc.</li> <li>Alternatives Considered: No action, eliminate ARB certification and test procedures, and adopt proposal.</li> <li>Intended Benefits: ARB certification and test</li> </ul>	Fiscal Impact: Local Government: □ Yes ☑ No State Government:
Affected Governments: California Air Resources Board, Districts, other states	Comparable Federal Regulations: There are no comparable federal test methods for the certification and test methods for gasoline vapor recovery system.	procedures are used to satisfy local, state, and federal requirements and to reduce public exposure to gasoline vapors.  Economic Impacts: Our initial estimates indicate that the proposal will likely:	☐ Yes ☑ No  Federal Funding of State Program ☐ Yes
Federal Authority: Federal Clean Air Act		<ul> <li>a. have some impact on businesses in the regulated community and on individuals;</li> <li>b. is likely to cost local government a negligible amount; and</li> <li>c. is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulatory horizon.</li> </ul>	<ul> <li>No</li> <li>If there is a fiscal Impact,</li> <li>Complete and attach Economic and Fiscal Impact Statement</li> <li>□ Std. Form 399 attached</li> </ul>
PROJECTED DATES FOR:			
<u>Notice</u> 6/4/99	<u>Hearing</u> 7/22/99	<u>Adoption</u> 7/22/99	<u>To OAL</u> 2/1/2000

Schedule	<b>Subject:</b> Consider Amendments to	Problems Addressed (public Health, safety, welfare &	Legal Deadline: None	
□ <b>A</b>	the Agricultural Burning Guidelines.	Environmental protection):		
⊠ B		Agricultural Burn Guidelines and establishment of a	Sunset Review:	
		Smoke Management Program; to mitigate the nuisance and	August 2002	
<b>Division:</b> Technical Support		public safety hazards posed by smoke intrusions into		
Division	CCR Title, Number, Affected:	populated areas; to avoid significant deterioration of air	Major Regulation	
	Title 17, Subchapter 2, 80100-	quality and potential NAAQS violations; and allow the	□ Yes	
	80330	ARB to modify and approve the Sacramento Valley	⊠ No	
Contact Person and Phone #:		Agricultural Burning Plan.		
Arndt Lorenzen		1 1g.10 w.vw. w. 2 w	Fiscal Impact:	
(916) 322-6040	Authority & Reference Citations:	Alternatives Considered: No change to guidelines.	Local Government:	
(310) 322 0010	rationty & Reference Charlons.	The individual constant of the individual consta	☐ Yes	
	Authority: H&SC 39600, 39601,		⊠ No	
	& 41856		110	
Affected Governments:	& <del>1</del> 1030	Intended Benefits: Protect the public health from	State Government:	
State, Local, U.S. Military,	References: H&SC 41854, 41856,	exposure to increased smoke.	☐ Yes	
Federal, Air Pollution Control	41857, 41858, 41859, & 41864	exposure to increased smoke.	□ No	
Districts, and Air Quality	41637, 41636, 41639, & 41604	Economic Impacts: The Air Resources Board is required		
Management Districts	Specific Legislative Intent, if any:	to assess the impacts of the rule on businesses, individuals,	Federal Funding of State Program	
Management Districts	Control air quality impact from	and local and state governments, and provide the findings	☐ Yes	
	agricultural burning.	in the public notice of hearing. These impacts will be	□ No	
	agricultural burning.	assessed, and to the extent possible quantified, as the rule	E NO	
E-11 A-4124			If the second second second	
Federal Authority:		is further developed. Our initial estimates indicate that the	If there is a fiscal Impact,	
Clean Air Act, Title1		rule:	complete and attach Economic and	
		a. Is likely to have a negligible impact on businesses in	Fiscal Impact Statement	
		the regulated community, and a negligible impact on	<b>5</b> 641 <b>5</b> 200 44 1 1	
	Comparable Federal Regulations:	individuals;	☐ Std. Form 399 attached	
	None	b. Is likely to cost the local governments a negligible		
		amount; and		
		c. Is not a major rule because compliance cost does not		
		exceed \$10 million in a single year during the		
		regulation horizon.		
PROJECTED DATES FOR:				
Notice	Hearing	Adoption	To OAL	
5/7/99	6/24/99	6/24/99	8/12/99	
3/1/33	U/ <del>24</del> / <b>3</b> 3	U/ <del>24</del> / <b>7</b> 7	0/12/77	

Schedule	Subject: Consider Amendments to	Problems Addressed (public Health, safety, welfare &	Legal Deadline:
□ A	the Emission Inventory Criteria and	<b>Environmental protection):</b> The Air Toxics Hot Spots	None
⊠ B	Guidelines Regulation pursuant to	Information and Assessment Act of 1987 requires the ARB	Sunset Review:
	the Air Toxics Hot Spots Act of	to implement a program to inventory air toxics emissions,	September 2003
<b>Division:</b> Technical Support	1987.	assess the health risks to those who are exposed, notify the	Major Regulation
Division		public of significant health risks and reduce risks to below	□ Yes
		significant levels. The Fee Regulation recovers the costs	■ No
		incurred by the State to implement the program.	
Contact Person and Phone #:		Alternatives Considered: None. Legislation requires	Fiscal Impact:
Richard Bode	CCR Title, Number, Affected:	OEHHA to develop risk assessment guidelines. Since	Local Government:
(916) 322-3807	Title 17, 93300-99300.5	health risk is a factor in emission inventory update	□ Yes
		requirements, incorporating OEHHA's new guidelines are	⊠ No
		a necessity.	
	<b>Authority &amp; Reference Citations:</b>	·	State Government:
Affected Governments:	•	<b>Intended Benefits:</b> The regulation will incorporate the	□ Yes
Local Air Pollution Control	Authority: H&SC 39600, 39601,	newly developed risk assessment guidelines, developed as	⊠ No
Districts, and Local Air Quality	& 44342	mandated by the Legislature, into the emission inventory	
Management Districts		update process.	Federal Funding of State Program
	References: H&SC 41805.5,		□ Yes
	44320, 44321, 44322, 44323, 44324,	Economic Impacts: The Air Resources Board is required	⊠ No
	44325,44340, 44341, 44342, 44344,	to assess the impacts of the rule on businesses, individuals	
Federal Authority:	44344.5, 44344.7, 44346, 44360, &	and local and state governments, and provide the findings	If there is a fiscal Impact,
None	44365.	in the notice of public hearing. These impacts will be	complete and attach Economic and
	6254.7 Government Code and Title	assessed, and to the extent possible quantified, as the rule	Fiscal Impact Statement
	17, CCR, 90700-90705, &	is further developed.	•
	Appendix A	Our initial estimates indicate that the rule:	☐ Std. Form 399 attached
	Specific Legislative Intent, if any:	a. Is likely to have a negligible impact on businesses in	
	, ,	the regulated community, and a negligible impact on	
		individuals;	
	Comparable Federal Regulations:	b. Is likely to cost the local governments a negligible	
	None	amount; and	
		c. Is not a major rule because compliance cost does not	
		exceed \$10 million in a single year during the	
		regulation horizon.	
	PRO	JECTED DATES FOR:	
Notice	Hearing	Adoption	To OAL
<u> </u>			
8/6/99	9/23/99	9/23/99	12/23/99

Schedule  A B  Division: Technical Support Division  Contact Person and Phone #: Richard Bode (916) 322-3807  Affected Governments: Local Air Pollution Control Districts, and Local Air Quality Management Districts  Federal Authority: None	Subject: Adoption of Amendments to the Air Toxics Hot Spots Fee Regulation for Fiscal Year 1999-2000.  CCR Title, Number, Affected: Title 17, 90700-90705  Authority & Reference Citations:  Authority: H&SC 39600, 39601, 44320, 44321, 44322, 44.44.4, 44344.7, 44361, 44380, & 44380.5  References: H&SC 39600, 39601, 44320, 44321, 44322, 44344.4, 44344.7, 44361, 44380, & 44380.5  Specific Legislative Intent, if any:  Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The Air Toxics Hot Spots Information and Assessment Act of 1987 requires the ARB to implement a program to inventory air toxics emissions, assess the health risks to those who are exposed, notify the public of significant health risks and reduce risks to below significant levels. The Fee Regulation recovers the costs incurred by the State to implement the program.  Alternatives Considered: The current legislation precludes alternatives to this regulation.  Intended Benefits: The Fee Regulation authorizes the State and Air Districts to recover the costs incurred implementing and administering the Air Toxics Hot Spots Program.  Economic Impacts: The Air Resources Board is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the notice of public hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed.  Our initial estimates indicate that the rule:  a. Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals;  b. Is likely to cost the local governments a negligible amount; or  c. Is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: Review Annually Sunset Review: September 2000 Major Regulation  □ Yes 図 No  Fiscal Impact: Local Government: □ Yes 図 No  State Government: □ Yes 図 No  Federal Funding of State Program □ Yes 図 No  If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement □ Std. Form 399 attached
Notice		JECTED DATES FOR:	To OAI
Notice 8/6/99	<u>Hearing</u> 9/23/99	<u>Adoption</u> 9/23/99	<b>To OAL</b> 12/23/99

Schedule	Subject: Consider Amendments to	Problems Addressed (public Health, safety, welfare &	Legal Deadline: N/A
	the Emission Standards for On-	Environmental protection): This regulation is intended	
<u> </u>	Road Heavy-Duty Diesel Engines (Urban Buses)	to reduce emissions of oxides of nitrogen (NOx) and particulate matter (PM). Reducing emissions of NOx is	Sunset Review:
Division:	(Croun Buses)	necessary to reduce ambient ozone concentrations to	Major Regulation
Mobile Source Control Div.		meet the goals of the state Implementation Plan.	☐ Yes
Woodle Bource Control Biv.		Reducing toxic PM emissions will reduce Californians'	□ No
Contact Person and Phone #:		exposure to this toxic air contaminant.	
Jack Kitowski	CCR Title, Number, Affected:	exposure to this toxic un contaminant.	Fiscal Impact:
(916) 445-6102	Title 13, Section 1956.8	<b>Alternatives Considered:</b> All alternatives for	Local Government:
(310) 115 0102	11de 13, Section 1930.0	controlling Nox emissions from mobile sources were	□ Yes
		considered during the development of the State	⊠ No
Affected Governments:	Authority & Reference Citations:	Implementation Plan. Reducing diesel engine PM	
State	radioney of receivance citations.	emissions from urban buses is one of the most effective	State Government:
	Authority: H&SC Section 43018	means of reducing public exposure to toxic diesel engine	□ Yes
	Tradioney. Treese section 13010	PM emissions. Additional measures will be considered	⊠ No
	References: H&SC Section 43018	during the next year.	2 110
Federal Authority:	References. Has a section 13010	daring the next year.	Federal Funding of State
Clean Air Act Section 209(b)	Specific Legislative Intent, if any:	Intended Benefits: Reduced emissions that will help	Program
U.S.C. Section 7543(b)	Specific Englishari ve Intento, ii uniy i	meet ozone air quality goals and reduced emissions of	□ Yes
0.5.0. <b>Section</b> 75 15(6)		PM that will protect the health of Californians.	⊠ No
	Comparable Federal Regulations: None	Economic Impacts: Our initial estimates indicate that the rule: a. is likely to have a negligible economic impact on businesses in the regulated community and on individuals; b. is likely to cost the local governments a negligible amount; and c. is not a major rule because the compliance cost does not exceed \$10 million in a single year during the regulation horizon.	If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement  ☐ Std. Form 399 attached
	DD()	IECTED DATEC EOD.	
l		JECTED DATES FOR:	
<u>Notice</u>	<u>Hearing</u>	<u>Adoption</u>	To OAL
10/1/99	11/18/99	11/18/99	5/1/2000

Schedule	Subject: Consider Adoption of	Problems Addressed (public Health, safety, welfare &	Legal Deadline: N/A
□ A	Additional Consumer Product	Environmental protection): Public health, welfare,	
<b>B</b>	Standards	environmental protection.	Sunset Review: October 2004
Division: Stationary Source Division  Contact Person and Phone #: Barbara Fry (916) 332-8267  Affected Governments: None  Federal Authority: Pursuant to the Clean Air Act amendments of 1990 the proposed regulation will fulfill part of the State Implementation Plan.	CCR Title, Number, Affected: Title 17, Sections 94507-94517  Authority & Reference Citations: Authority: H&SC Sections 39600, 39601, 39607, 41511, & 41712  References: H&SC Sections 39002, 39600, 39607, 40000, 41511, & 41712  Specific Legislative Intent, if any:  Comparable Federal Regulations: The U.S. EPA has a regulation that limits state VOC content for some consumer products.	Alternatives Considered: Alternatives were considered when the State's comprehensive Air Quality Plan (the SIP)was developed. This rule partially implements one of the measures in that plan.  Intended Benefits: The proposed regulation will achieve additional reductions in VOC emissions. The reductions in VOC emissions will result in reductions in ozone and PM <sub>10</sub> (particulate matter of 10 microns or less equivalent aerodynamic diameter).  Economic Impacts: Our initial estimates indicate that the rule:  a. is likely to have an economic impact on businesses in the regulated community and on individuals;  b. is likely to cost the local governments a negligible amount; and  c. may be a major regulation.	Major Regulation  ✓ Yes  ✓ No  Fiscal Impact: Local Government: ✓ Yes ✓ No  State Government: ✓ Yes ✓ No  Federal Funding of State Program ✓ Yes ✓ No  If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement  ✓ Std. Form 399 attached
	77.0	THE CORRESPONDED TO BE A TOP T	l .
		JECTED DATES FOR:	
<u><b>Notice</b></u> 9/10/99	<u>Hearing</u> 10/28/99	<u><b>Adoption</b></u> 10/28/99	<b>To OAL</b> 5/1/2000